

The background of the slide is a photograph of the Milpitas City Council building at night. The building is a modern, curved structure with large glass windows and balconies. In the foreground, there is a fountain with several water jets illuminated by lights. The overall scene is dimly lit, with the building's interior lights and the fountain lights providing the main illumination.

Milpitas City Council

Vehicle Miles Traveled Policy to Implement Senate Bill 743

May 18, 2021

City of Milpitas

455 E. Calaveras Blvd., Milpitas, CA 95035
www.ci.milpitas.ca.gov • (408)-586-3000

Presentation Outline

- Background – Senate Bill 743
- Consistency with Adopted Policies
- Policy Development Process
- Policy Components
- Recommendations



Senate Bill 743

Legislative Intent

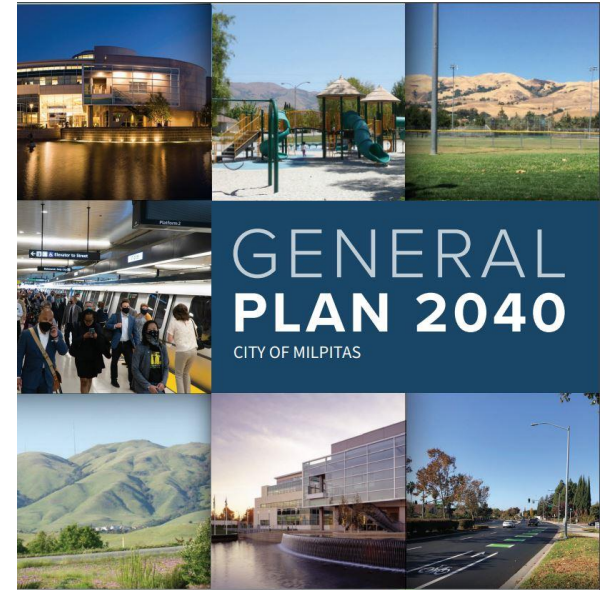
- Ensure that the environmental impacts of traffic, such as noise, air pollution, and safety concerns, continue to be properly address and mitigated through the California Environmental Quality Act (CEQA)
- More appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions.



Consistency with Adopted Plans

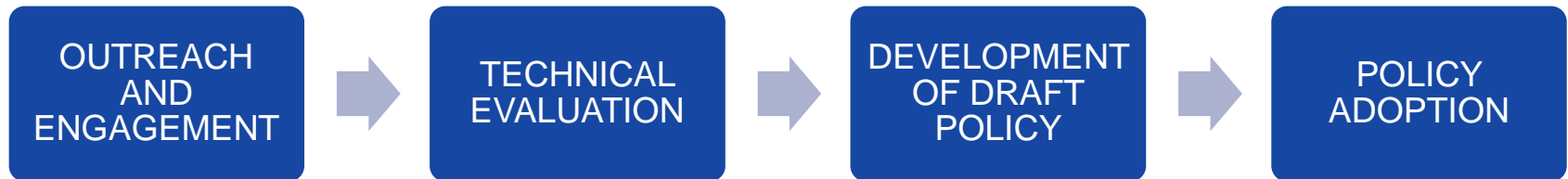
Plans and Policies

- California Environmental Quality Act (CEQA)
- City of Milpitas General Plan – VMT & LOS Goals
- TASP & Midtown Specific Plan – focuses growth & development within priority development areas
- Climate Action Plan (CAP) - implements City's sustainability goals & policies by reducing GHG emissions



Policy Development

Workplan



Outreach/Engagement

Understanding VMT

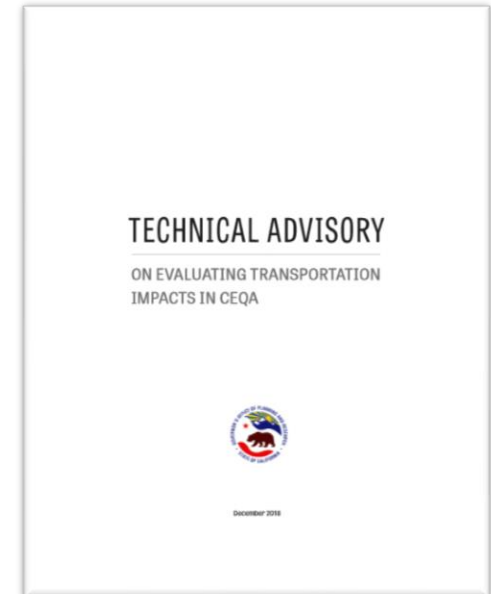
- Establish City website
- Formed staff technical advisory group
- Coordinated with City departments
- Informational Memorandum
- Transportation Subcommittee
- City Council/Planning Commission Study Session



Technical Evaluation

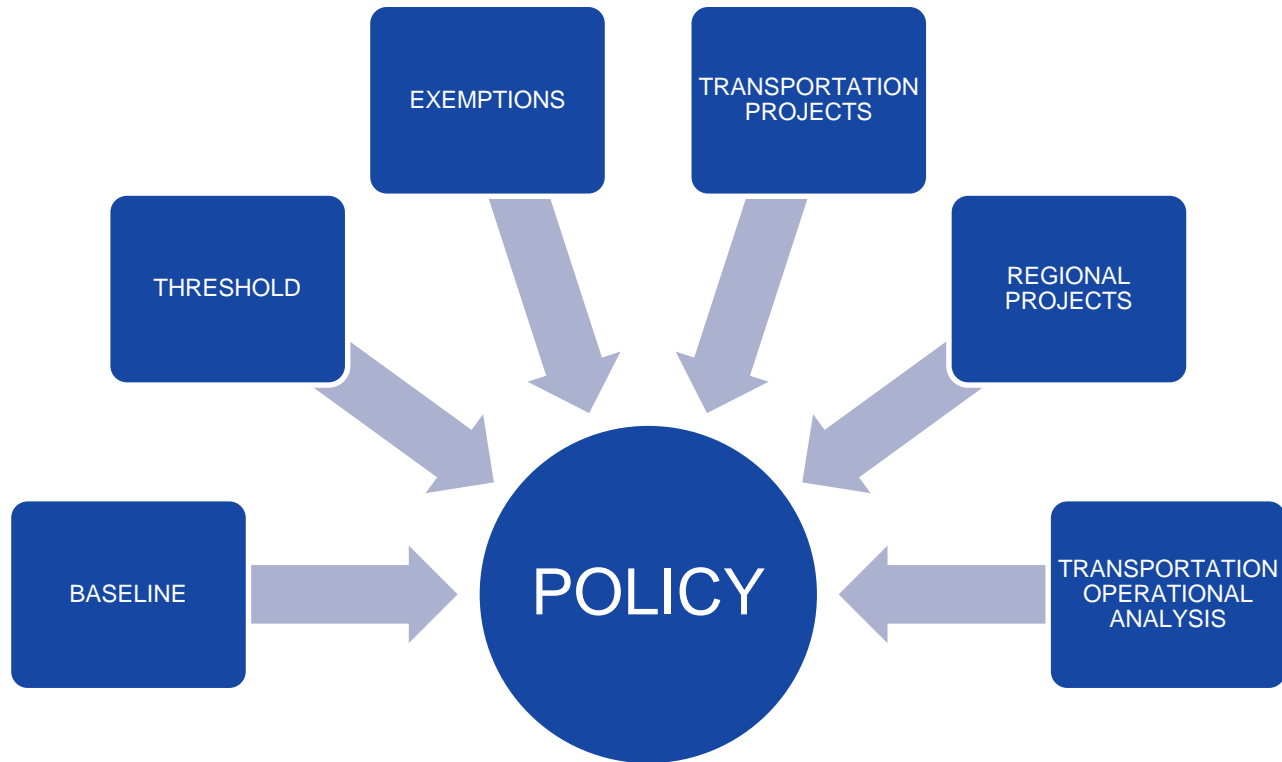
Implementing VMT in Milpitas

- VTA Partnership
- Understanding how VMT is measured
- Evaluating VMT and adopted land use plans
- OPR Technical Advisory
- Research other City's VMT Policy



Draft Policy

Key Policy Components



Baseline

Establishes the existing VMT conditions to measure project impacts

- Citywide Average - Average VMT in Milpitas
- Countywide Average - Average VMT within SCC
- Regional Average - Average VMT within the 9 County Region

Land Use Type	Citywide Average	Countywide Average	Regional Average
Residential HVMT/CAPITA	12.12	13.33	13.95
Employee EVMT/EMPLOYEE	17.54	16.64	15.33



Threshold

The VMT level at which impacts will be considered significant and less than significant

- 15% below baseline
 - 11.33 for Residential Projects
 - 14.14 for Employment Projects
- Aligns with State' recommendation
- Projects will be required be 15% below baseline VMT



Exemptions

State Recommendations:

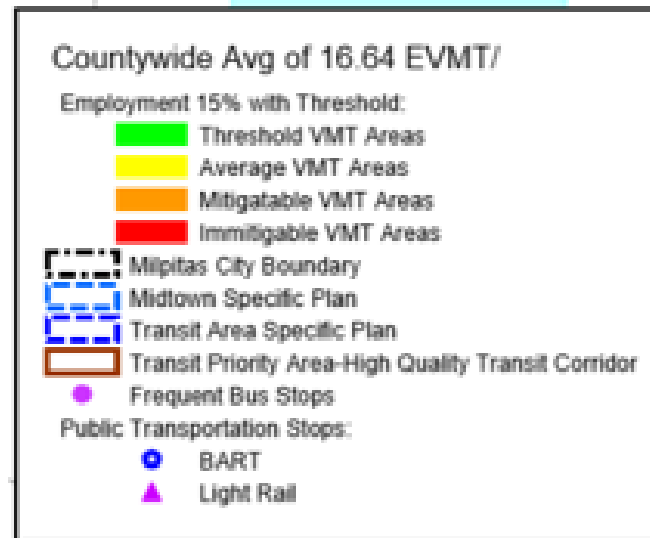
- Small Infill Projects
- Retail Projects
- Local Serving City Facilities
- Restricted Affordable Housing
- Transit Supportive projects within ½ mile of existing Transit
- Transportation Projects that reduce VMT



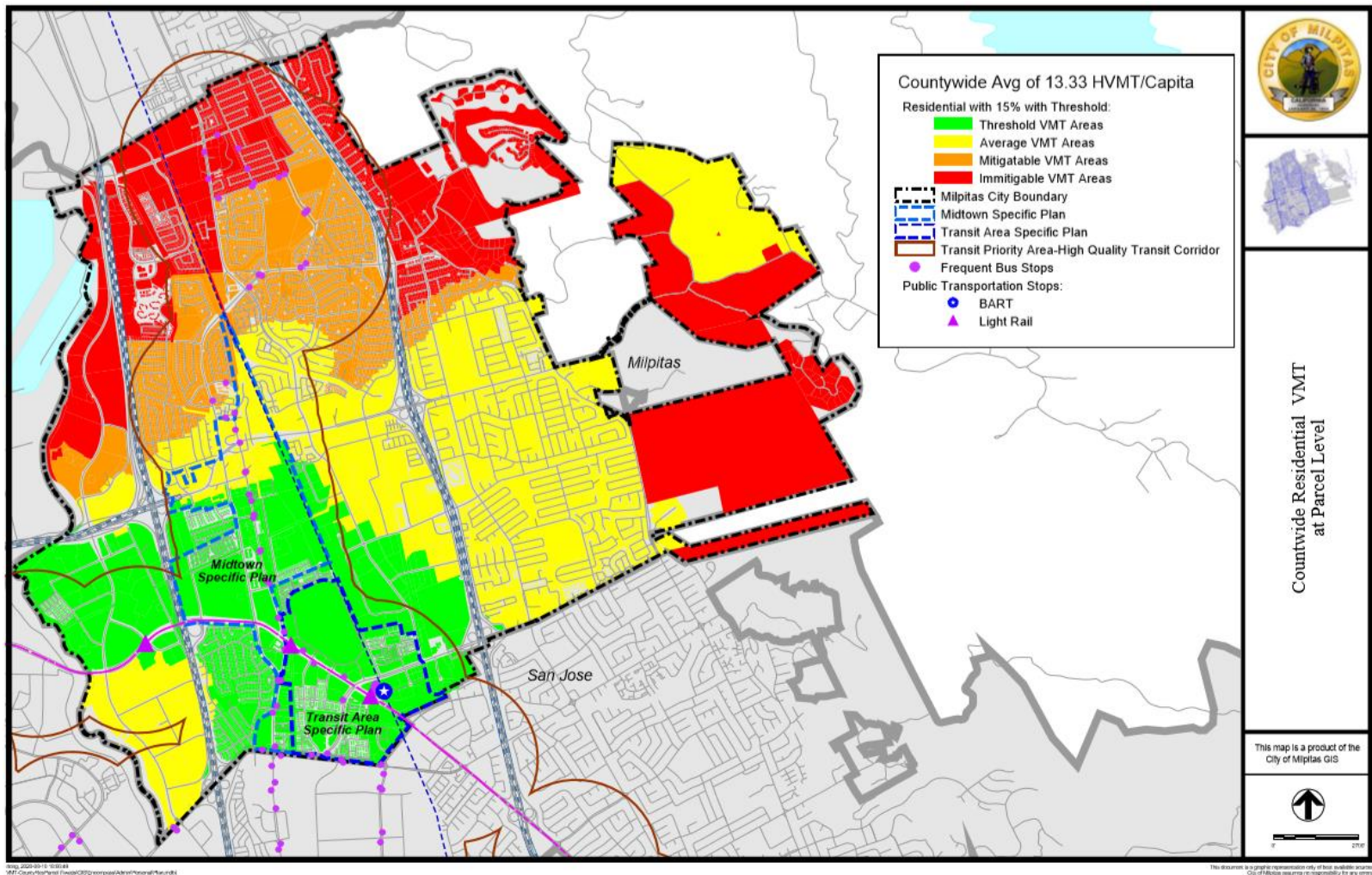
Understanding Milpitas Heat Maps

Map that use color to display data

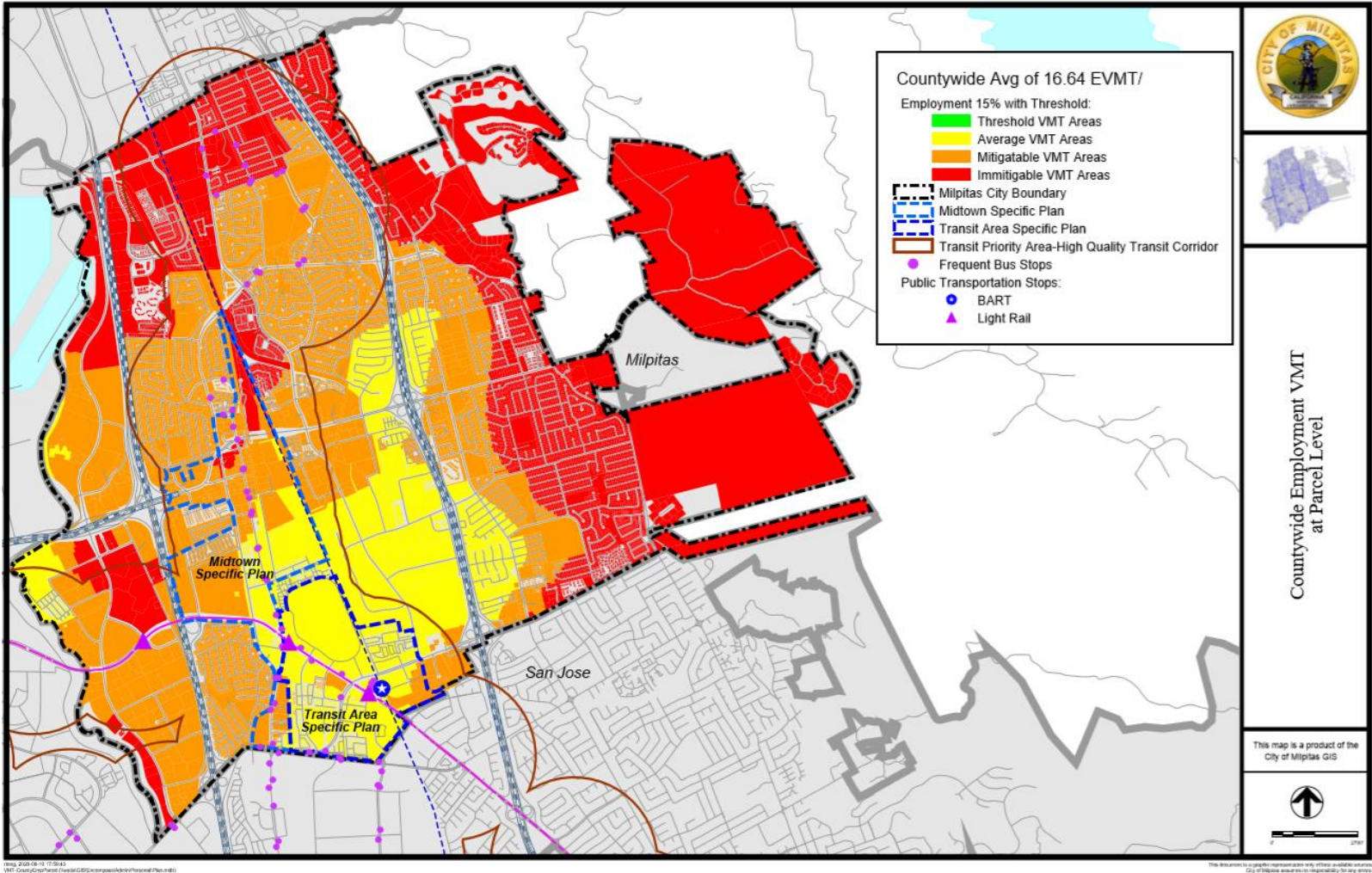
- Countywide Average VMT for Employment
- Countywide Average VMT for Households
- Four levels of VMT represented by green, yellow, orange and red



Countywide Average VMT for Households



Countywide Average VMT for Employment



VMT Mitigation – Reducing driving

- Project location, land use density and diversity
- Multimodal transportation improvements
 - Improved access to transit, bicycle, pedestrian network
- Parking strategies
 - Reduced parking
 - Increased bike parking
- Transportation Demand Management (TDM programs)



Transportation Operational Analysis

Non-CEQA Study Components

Evaluate a project's operational deficiencies caused or exacerbated by a project which may include:

- Intersection Level of Service Analysis
- CMP Conformance
- Multimodal analysis of pedestrian, bicycle and transit facilities
- Traffic signal warrant studies and other intersection traffic control
- Site Access and Circulation
- Neighborhood cut-through, traffic calming, parking issues
- Other transportation related analysis as required by the "City Engineer"



Sample Policy Application



Policy Recommendations:

Aligning with State guidance and City Policy

- **Baseline VMT:** Countywide average for both residential and employment projects
- **CEQA Threshold of Significance:** 15% below the Countywide baseline VMT
- **CEQA Exemptions:** Small projects, Local-serving retail and local city projects, projects within Transit Priority Areas, affordable housing, multimodal transportation projects.
- **Methodology for Transportation Projects**
- **Analysis Requirements:** Non-CEQA Transportation Analysis requirements to include intersection operational analysis (LOS)



A photograph of the City of Milpitas building at dusk. The building is a modern, curved structure with a light-colored facade and large glass windows. The interior lights are on, and the building is reflected in the glass. In the foreground, there is a fountain with several water jets. The sky is dark, and some trees are visible on the left side.

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Milpitas Baseline VMT

Citywide Average VMT (Nearby Jurisdictions)

City	Residential VMT/Capita	Employment VMT/Employee
Fremont	23.7	17.6
Milpitas	12.12	17.54
San Jose	13.36	15.11
Santa Clara	9.39	16.34
Sunnyvale	10.34	17.85
Cupertino	13.42	17.01
Mountain View	13.33	16.64

Cities with adopted VMT Policy

Common Issues/Concerns:

- Parking
- Lack of transit ridership
- Less transportation investment
- Intersection LOS analysis



Level of Service

LOS STANDARD	DESCRIPTION	AVERAGE DELAY (SEC/VEHICLE)
A	Operations with very low delay occurring with favorable progression and /or short cycle lengths.	10.0 or less
B	Operations with low delay occurring with good progression and/or short cycle lengths	10.01 and 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear	20.1 and 35.0
D	Operations with longer delay due to a combination of unfavorable progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures are noticeable	35.1 and 55.0
E	Operations with high delays indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences	55.1 and 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths	Higher than 80.0

LOS vs. VMT

Level of Service (LOS)	Vehicle Miles Traveled (VMT)
Measures project vehicles at intersections	Measure total project vehicle miles generated
Peak hour only	All day
Focus on automobile travel	Focus on all travel
Facilitates driving	Facilitates all transportation options
Increases vehicle capacity	Improves ped, bicycle transit access
Encourages suburban development	Encourages urban development
Increases GHG emissions	Reduces GHG emissions

Baseline VMT

Citywide Average VMT

JURISDICTION	HVMT	EVMT	POPULATION	JOB	HVMT_PER_CAPITA	EVMT_PER_EMP
Campbell	547,616	397,942	39,845	27,199	13.74	14.63
Cupertino	774,170	589,916	57,703	34,672	13.42	17.01
Gilroy	1,045,229	399,757	55,246	21,278	18.92	18.79
LOS ALTOS	391,551	310,669	32,038	16,291	12.22	19.07
LOS ALTOS HILLS	165,107	55,099	8,041	2,072	20.53	26.59
Los Gatos	485,150	320,388	28,025	18,430	17.31	17.38
Milpitas	1,052,021	827,297	86,818	47,165	12.12	17.54
Monte Sereno	60,201	22,137	3,440	1,045	17.50	21.18
Morgan Hill	1,068,882	335,749	43,384	15,677	24.64	21.42
Mountain View	794,924	1,652,194	77,032	89,125	10.32	18.54
Palo Alto	659,072	1,619,632	69,537	96,898	9.48	16.71
San Jose	13,209,205	6,213,973	988,978	411,133	13.36	15.11
Santa Clara	1,284,314	2,184,233	136,733	133,712	9.39	16.34
Saratoga	573,085	65,517	31,900	2,697	17.97	24.29
Sunnyvale	1,556,766	1,548,935	150,489	86,766	10.34	17.85
Unincorporated SCC	1,069,521	775,059	46,907	36,333	22.80	21.33
Federal Land	1,836	463	135	14	13.60	33.07
Santa Clara County Total	24,738,650	17,318,960	1,856,250	1,040,507	13.33	16.64

Household VMT per Capita = 12.12

Employment VMT per Employee 17.54

Baseline VMT

Countywide and Regional Average VMT

County	HVMT	EVMT	POPULATION	JOB	HVMT_PER_CAPITA	EVMT_PER_EMP
San Francisco	8,004,049	4,941,067	850,282	600,353	9.41	8.23
San Mateo	9,826,091	6,176,007	754,686	371,558	13.02	16.62
Santa Clara	24,738,650	17,318,960	1,856,250	1,040,507	13.33	16.64
Alameda	21,370,774	12,431,889	1,605,098	772,058	13.31	16.10
Contra Costa	18,810,242	6,462,985	1,107,932	392,237	16.98	16.48
Solano	7,083,219	2,373,224	429,456	154,343	16.49	15.38
Napa	2,161,074	1,275,766	140,891	80,612	15.34	15.83
Sonoma	8,829,450	4,054,339	497,776	224,098	17.74	18.09
Marin	3,848,114	2,658,707	259,357	127,199	14.84	20.90
9-county Region	104,671,663	57,692,944	7,501,728	3,762,965	13.95	15.33

Countywide Household VMT per Capita = 13.33

Countywide Employment VMT per Employee 16.64

Regional Household VMT per Capita = 13.95

Regional Employment VMT per Employee 15.33

Baseline

Staff Recommendation:

- Countywide Average VMT
 - 13.33 for Residential Projects
 - 16.64 for Employment Projects
- Based on availability of transportation resources and support at the County level
- Focuses on Countywide transportation conditions



Cities with adopted VMT Policies

Jurisdiction	Residential Baseline	Residential Threshold	Employment Baseline	Employment Threshold	Continued Use of Level of Service
Sunnyvale	Countywide	15%	Countywide	15%	Yes
San Francisco	Regional	15%	Regional	15%	No
Oakland	Regional	15%	Regional	15%	Yes
Los Angeles	Citywide	(6%-9.4%)	Citywide	(7.6%-15%)	Yes
San Jose	Citywide	15%	Regional	15%	Yes
Mountain View	Regional	15%	Regional	15%	Yes
Santa Clara	Countywide	15%	Countywide	15%	Yes
Los Altos	Citywide	15%	Citywide	15%	Yes